(d) whether Cochin Port had incurred expenses on idle wages paid to crew attached to dry-dock and fork lift section both of which were out of Commission for quite some time ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRJ SHRIPAD YESSO NAIK): (a) No, Sir.

(b) In view of answer to (a) above, question of violation of Government's directive does not arise.

(c) Per employee productivity is a function of the Cargo mix and available infrastructutrc which vary from port to port. However, Cochin Port has increased employee productivity from 1217 tonnes per head in 1991 to 2473 tonnes in 2001.

(d) No, Sir. During the period of temporary shut down of dry docks, the concerned workers were deployed for other jobs such as repair of 24 floating crafts, container and oil terminal etc.

Dust Control System in JNPT

2229. SHRIMAT1 SARLA MAHESHWARI : Will the Minister of SHIPPING be pleased to state :

(a) whether an expenditure of Rs. 5.25 crorc by Jawaharlal Nehru Port Trust was incurred on a Dust Control System in March, 1990;

(b) whether the system is not working ; and

(c) if so, the steps being taken by Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRJ SHRIPAD YESSO NAIK): (a) and (b) Yes, Sir.

(c) Considering the volume of dry bulk traffic handled during the recent past and the remote prospects for further growth in the fertilizers, fertilizers raw material and foodgrains traffic at JNPT in the near future. JNPT has not considered it advisable to incur further expenditure in making the Dust Control System operational.

Fall in profits of shipping companies

2230. DR. ALLADI P. RAJKUMAR: Will the Minister of SHIPPING be pleased to slate

(a) whether in the wake of terrorists attacks in September in US, Shipping Companies arc facing 20-30 per cent fall in their profit margins this year;

(b) the estimates of profits of Shipping Corporation of India in this year;

(c) whether it will perform belter this year or its profits are likely to fall; and

(d) the steps being taken to advise the SCI to maintain its profit level ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) Yes, Sir. There could be a drop in the profitability of Shipping Companies this year, due to the downward trend in freight rates and hike in insurance premium of ships in the wake of terrorist attacks in September in US.

(b) The budgeted profit (after tax) of Shipping Corporation of India for the year 2001-02 is Rs. 236.47 crores as compared to the actual net profit of Rs. 382.60 crores during 2000-01.

(c) It is anticipated that there would be a drop in the profitability of the company this year, as compared to the previous year (2000-01).

(d) SCI is a commercial organisation where the profitability is governed by the market forces. Hence, no specific direction is warranted in this regard.

Plan to increase the navigable depth in Kolkata and Haldia Ports

2231. SHRI DIPANKAR MUKHERJEE: Will the Minister of SHIPPING be pleased to state :

(a) the present navigable depth in approach channels to Kolkata and Haldia Ports;

(b) whether any planning is being made to increase the navigable depth in Kolkata and Haldia Ports; and

(c) if so, the details of the project alongwilh estimated cost, targeted dale of completion and targeted navigable depth 7

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) Navigable depth in the long approach channels to Kolkata Dock System (KDS) and Haldia Dock Complex (HDC) depends on minimum depths on several shallow bars that have to be negotiated by the ships. These depths vary widely and seasonally. The least depths on the shallowest bars are of consequence. Presently, the minimum depth in the approach channel to Haldia is 5.0 Mtrs. below chart datum at Jellingham and that in the approach channel to Kolkata is 3.3 Mtrs. at Maragoalia. However, the